

progenitor



Genealogical Society of the Northern Territory Inc.

The Family History Place



GENEALOGICAL SOCIETY OF THE NORTHERN TERRITORY INC

Unit 1, Harry Giese Building, 1 Willeroo Street (off Henbury Ave)

Tiwi NT 0810

POSTAL ADDRESS: The Secretary Genealogical Society of the NT Inc.

PO Box 37212 Winnellie NT 0821 Australia

ENQUIRIES: Telephone 08 89817363 during library hours

Mon, Tues 9.30 -5.15, Wed 6pm - 9pm, Sat 1pm – 5.30pm

Email: committee@gsnt.org.au

Web Page: www.gsnt.org.au

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CONTENTS	PAGE
Trumpeters' Corner	3
The Little French Digger	4
Wild Dog Barrier Fence Jandowae, Queensland	5
The Mystery of Thomas Hardy by Julian R Shüller	6
Gothenburg Tragedy	14
Book Review Borooloola Shared Stories	14
Parliament House Architecture	15
Crocodile Farming in the N.T: An Early Proposal Rejected	16

FRONT COVER: The original sign at Trumpeters' Corner erected by the Jandowae publican, Mick Brazier in 1950



TRUMPETERS' CORNER Corner of Jeitz's Road and Nine Mile Stock Route Road, Jandowae, Queensland. From plaques at Trumpeters' Corner.

On their return to civilian life, men who served in the first and second World Wars were entitled to apply for land and financial assistance under government soldier settler schemes.

A number of returned servicemen took up land around the Warra-Jandowae district. Most tried dairy farming, but their lack of experience often made it difficult to earn a living. For some, the pubs became places of respite and comradeship where the new farmers could discuss their problems and issues or celebrate successes. Jandowae publican, Mick Brazier, was amused by this "trumpeting" and, in a waggish tribute to the soldier settlers, he founded "Trumpeters' Corner" in 1950. On a large piece of metal Mick put the initials of twenty-one local Second World War soldier settlers, and, at a good humoured gathering at this site in 1961, Mick's sign was nailed to the box tree to declare "Trumpeters' Corner" as "established"!

This corner had long been a crossroads and a meeting place.

In the late 1920s, a young Stan Seigmeier rode a horse or his bike through scrub to collect the mail here. By the late 1930's, Jandowae had a butter factory and the cream carter stopped here to collect full cream cans. By the late 1950s, thanks to the soldier settlers, this collection had multiplied. As the settlers' families grew, some of their children waited here for the school bus – a run that continued until the 1990s.

After the site was gazetted as a landmark by the Wambo Shire Council, Ivy Body had the full names of the Trumpeters' put on a brass plaque at the site, and, on Remembrance Day 2007, surviving Trumpeters, along with Trumpeters' Wives, descendants and friends gathered here for the dedication of the site by Reverend Major Father David Snape.

May future generations who visit this place appreciate and observe its significance.

THE LITTLE FRENCH DIGGER

From the horrors of WW1 he came ... a little French orphan, dressed in an Aussie uniform and smuggled out of Europe by Aussie diggers in an audacious act after the Armistice.

After WW1 Jandowae achieved passing fame. On 25th June 1919, at Jimbour Siding, 2nd Air Mechanic Tim Tovell accompanied by a little French boy, Honoré (Henri) arrived on the Western Mail from Dalby. Met by Tim's wife, daughter and a convoy of cars, they received a heroes' welcome back in Jandowae.

Little was known of Henri. It was said his father, a soldier, was killed at Mons and his mother had died in the German bombardment of Lille. What is known is that Henri was adopted by a British Officer and lived along the Western Front. He even suffered a shrapnel wound to a knee. When his British guardian was killed in action, he attached himself to British air force squadrons who fed him and taught him English.

A precocious lad, on Christmas Day in 1918 he presented himself at the mess of the Australian Flying Corps' No. 4 Squadron in Germany and demanded his share of its Christmas fare. The men agreed and adopted him as their mascot. Money was pooled and a local tailor found to made him a uniform. Given the nickname "Digger", he was rather mischievous joining in "two up" games and persuading pilots to take him on joy flights.

Digger attracted the attention of Tim Tovell, a decent man who became his unofficial guardian. Rather than place Digger in an orphanage, Tim successfully devised a plan to smuggle him

aboard ship hidden in an oat sack. On arrival in Australia, Queensland Premier, Tom Ryan (fortuitously a fellow passenger returning from London) contacted relevant Government agencies and arranged legal entry for Digger.

Digger joined the Tovell family, attending school in Jandowae. Unfortunately Digger's story didn't have a happy ending. The family moved, looking for work. Digger went to Melbourne in 1926 and he started at the RAAF Point Cook workshop as a civilian "fitter and turner". Digger was riding his motorbike late one night when he collided with a taxi in Melbourne. Aged about 18 he died the next morning. It was 24th May, 1928, Empire Day.

Story quoted from the Shire history. "Wambo, The Changing Face of Rural Australia", by A. Ashton (2003).

Further information on the Australian War Memorial site. <https://www.awm.gov.au/articles/blog/articles/henri-heremene-tovell>



FROM THE WILD DOG BARRIER FENCE INFORMATION

The Wild Dog Barrier Fence, also known as The Dingo Fence is the second longest man-made structure in the world. It was erected during the 1880's to keep dingos out of the relatively fertile south-east part of the continent, and to protect the sheep flocks of southern Queensland. It stretches 5,614km, passing through Queensland, New South Wales and South Australia.

In the **Western Downs** you can find the start of the northern end of the Dingo Fence, located between **Jandowae** and **Jimbour**. It extends through thousands of kilometres of arid land, ending west of Eyre Peninsula, on the cliffs of the Nullarbor Plains and above the Great Australian Bight some 5,614km away.

In the township of **Jandowae** a dingo sculpture surrounded by a replica of the fence, as it stood in 1948, has been erected to commemorate this nearby landmark. The sculpture is located on the corner of George and High Streets opposite the **Jandowae Cultural Centre**. Following the sign posts 19.6km along the Dalby-Jandowae Road brings you to the corner post marking the start of the fence. There is access to a 110km stretch that you are able to drive along – this is an unsealed road and subject to weather conditions.

The Mystery of Thomas Hardy

Dear Sir,

I beg to inform you that on the 4th instant I was attacked and speared by blacks, I was alone at the station at the time, the other men being away mustering. One spear struck me in the right breast, through which I lost so much blood that I am now in a very critical state. A man starts for the Katherine tomorrow to wire for a boat to be sent up immediately. Should I hold out till the boat comes I may pull through. This is my only chance. I think it best for you to send around another man immediately to take charge of the station, as I am in no fit state to do so.'

A poignant letter dictated to his colleagues and signed in a shaky hand by Thomas Hardy, Manager of Auvergne Station in the Victoria River District of the Northern Territory. Although not stated one may assume that the letter was addressed to his boss the owner of Auvergne, John Arthur Macartney 1834 – 1917 who resided at Waverly Station, 125 miles north of Rockhampton Queensland. Mr Macartney regularly rode the 125 miles to Rockhampton in a day, picking up his mail and dealing with his business in the evening and returning to Waverley the next day in time for tea.

Photograph reproduced from *The Doomsday Book – Story of the Victoria River District* by Darrell Lewis.



Tom Hardy's grave, Auvergne station, 1992 (Lewis collection).

The request for a doctor did reach Palmerston but the Doctor had to deal with another emergency, so the boat did not set sail for the Victoria River until 15 days after the event during which time Thomas had succumbed to his wounds and died. He was buried in a lonely grave on the station. **(see photo above)**

But who was Thomas Hardy? From a report of the trial of [William Henry Whitton](#) in 1886, who was charged with the murder of Thomas Spellicy employed by Mr Richard Patrick Davys of "Wongalara" station on the Wilton River situated about 100 miles from the Roper River we learn that Thomas Hardy, a drover of the Castlereagh District, had ridden with Thomas Spellicy some 7 months earlier and was familiar with his writing to the extent that he could swear to the authenticity of a note written by Mr Spellicy and also he identified a pencil belonging to the murdered man

to which he had tied a thread for Mr Spellicy and the thread was still attached. He stated he had ridden to Wilton with Mr Spellicy and had travelled with him over a period of 3 to 4 months.

Also introduced as evidence in the trial was the fact that some of Mr Macartney's cattle had been mixed up with Mr Davys' but this was refuted by other witnesses. This illustrates that Thomas Hardy was probably moving cattle for Mr Macartney as Thomas Spellicy was moving cattle to Wilton.

In July 1885, Mr Macartney was in Palmerston, Northern Territory and wrote indignantly to the Government regarding the seizure by the sub-collector of Customs at Roper River of supplies shipped to the area to facilitate the overland drovers bringing cattle to his Florida Station. In August 1884 he had approximately 8000 head of cattle near Burketown, Queensland destined for the Northern Territory with a further 1500 head travelling with Mr Ruddell (sic) (Randell). Because of the lateness in the year and the drought conditions, which had seen the loss of many of the cattle, horses and bullock teams and necessitated the wagons turning back, the decision was made to only move 3300 head of the strongest cattle to the Roper. The accompanying wagons could not carry sufficient supplies for the journey.

Unbeknownst to Mr Macartney, his agent Mr D Harley Young of Adelaide made arrangements with Messrs. Burns, Philp & Co. of Burketown to send some stores with a ship already consigned to take goods to the Northern Territory, "The Good Intent".

The voyage was a nightmare with the captain and his two men reportedly consistently drunk. The captain refused to take Mr Macartney's supplies to Port Darwin but landed at the Roper River and refused to assist off loading the cargo. The goods ended up in a damaged state when finally on shore. Peter Skene, Mr Macartney's man waited with the goods until February 1885 when the Customs Officers arrived and promptly confiscated the goods as duty hadn't been paid. The duty was assessed as £35.00 with a £100.00 fine. Luckily Messrs Hay & Co.'s people were at Roper Bar and able to assist Mr Skene and pay the £100.00 fine as he was not travelling with so much cash.

Mr Macartney was rightly indignant at the treatment he had received by the Collector of Customs when he was in effect pioneering the development of the Northern Territory for the Government. He also pointed out that if the supplies had travelled overland on wagons with the cattle, they would not have been liable for duty. It seemed the Government were unrelenting, and Mr Macartney had to bear the fine and charges inflicted.

Florida Station was an area of 10,000 square miles situated on the Arafura Sea from the mouth of the Blyth River east to the Gulf of Carpentaria about 350 miles east of Port Darwin. J H Macartney owned it from 1884 and as can be seen above started stocking it in 1885, it is likely that Thomas Hardy was an employee around this time and he did eventually work on Florida Station.

In October 1887 Mr Macartney together with Mr Hardy boarded the ss "Active" at Port Darwin bound for Castlereagh Bay and Mr Hardy testified in the trial of William Henry Whitton in 1886 that he was from the Castlereagh District so had probably worked at Florida Station for some time.

It seemed the overland route from Florida Station to Port Darwin involved a circuitous route via a 200-mile track to Roper, followed by a further 200 miles to Katherine and then the 200 miles from Katherine to Darwin. Mr Macartney was desirous of a shorter route to take his stock into Port Darwin. Mr Macartney charged Thomas Hardy and a Chinese worker to endeavour to try and find a shorter route through largely inhospitable and unexplored country inhabited by war-like Aborigines. It was accepted that the Aborigines living along the coastal area of Florida Station were

among the most hostile and dangerous in the Territory. The Manager of Florida at this time was Alf Randell, who together with his brother Jim had droved cattle there from Queensland. The Randells established a homestead on the Goyder River, notable features of which were a light swivel cannon mounted on the veranda and an encircling palisade. While Jim stayed on as manager, Alf returned to St. Lawrence in Queensland and then went to manage Auvergne Station in the Victoria River District.

Thomas' journey with his Chinese companion started on 15th November 1887 in a south-westerly direction making for Katherine. It was arduous to say the least. About 100 miles from Florida Station, they had to abandon their horses together with their saddles and stores which were secreted in the bush and continue on foot as the area was very stoney and the horses were unshod, also they faced impassable ranges. Luckily, they weren't attacked by the local tribes. They walked for 18 days and eventually arrived at "Garrow" Station near the Mary River 250 miles from their starting point, having survived on wild plums, roots and yams. Thomas had used all his bullets trying to shoot pigeons. Nevertheless, he deemed his mission successful having cut 200 miles off the journey and he was confident a route could be opened by keeping south of the ranges.



Mr Macartney received the news in a telegram sent to him from Yam Creek to Darwin where he had taken up residence at the Palmerston Club Hotel. **(Pictured left)**

Mr Macartney must have held Thomas Hardy in some esteem as in 1888 (approximately June) he appointed him Manager of Auvergne Station in the Victoria River District taking over from Alf Randell. His time at Auvergne was short lived as he was doomed by his compassion for the Aborigines on the station. At Florida

Jim Randell had kept them off the station as the mounted cannon attests but at Auvergne, Thomas Hardy allowed them onto the station. Unfortunately, this was his undoing as on 9th September 1889 they ambushed him and speared him as attested to in his letter. He died on 21 September 1889 from the wounds inflicted.

In February 1892 a notice in the paper placed by Wadey & E J Cox, (Walter Henry Wadey & Edwin John Cox) Solicitors, of King William Street Adelaide administrators of the estate of Thomas Hardy late of Auvergne Station, Victoria River, Northern Territory who died on 21 September 1889 asked anyone with a claim to contact them. In the notice it stated it referred to the estate of **PATRICK MOONEY** otherwise Thomas Hardy. Another notice advised that Letters of Administration of all the goods and chattles and effects within the colony of Queensland of **PATRICK MOONEY** otherwise Thomas Hardy, who died intestate be granted to Andrew Joseph Thynne the attorney of Margaret Beaumont, wife of Robert Valentine Beaumont of 86 Hanna Street, South Melbourne, Victoria, engine driver, one of the lawful sisters of the deceased.

There is always more to the story, Margaret Beaumont died on 18th June 1919 at her son Robert's (Robert Valentine Beaumont) house in Benalla, Victoria and is buried with her husband who died in 1929. Three years after her death her husband together with her 3 sons, Robert Valentine, Archibald Charles and Clarence Ulysses Beaumont claimed land owned by her worth £65.00 and stated in the claim that she had earned the money to buy the land in a business she ran prior to 6th September 1905. Perhaps her inheritance from her brother Patrick (Thomas Har-

dy) enabled her to set up a little business. The only clue about Margaret was included in her marriage certificate indicating she was born in Hobart. The following story is conjecture, but it fits some of the known information that Patrick had sisters.

Michael Mooney aged 34 years left Limerick Ireland with his wife Margaret aged 32 years in 1854 for a new life in Australia. Giving up his employment as a clerk, he and his wife and 3 children Mary 12 years, Patrick 6 years and Margaret 2 years travelled to Portsmouth in England. On 3 June 1854 they set sail on the "Maitland" as "Bounty immigrants" i.e. individuals whose passage to Australia was financed by a government bounty, a scheme designed to encourage immigration, particularly of young married couples and single individuals, mainly from Britain.

Unfortunately, during the voyage Michael contracted pneumonia and a month out of Portsmouth, on 7 July 1854 he succumbed to the illness and died. The ship arrived in Hobart on 16 September 1854. What was Margaret to do? When bounty immigrants arrived in Hobart, they were part of a system where the government offered a bounty to employers who hired them, incentivizing immigration, particularly of single females and skilled workers

We find that in December 1854 Margaret hires on as a Domestic Servant to Mr Benjamin Hurst the Landlord of The Angel Inn in Argyle Street, Hobart and his wife Elizabeth Hurst. This must have been quite a bustling business and Margaret was allowed to take her daughter Mary with her. Her wage was £20.00 plus keep. But what of her other two children? Six-year-old Patrick was sent to the Queens Orphanage, and 2-year-old Margaret went to the infant section of the Queens Orphanage.

It is not clear how long Margaret stayed at The Angel Inn which was the site of many inquests and accidents in the 1850's. In the same month, December, that she went to work for Mr Hurst an inquest was held at the Angel Inn, Argyle street, on the body of the son of Mary College, aged three years, who had died in consequence of falling on hot cinders placed in the street by John Coombs, baker, who was subsequently charged with manslaughter

In July 1855, the inquest was held into the death of a male infant, the son of Eliza Raven, residing in The Angel Inn where the infant expired within a few hours after its birth. From the evidence it appeared that the deceased, a remarkably healthy child, was born at three p.m. on the previous Thursday, and on the following morning was found dead. The Doctor determined the child had suffocated.

The most horrific death at the Inn was the subject of an inquest in July 1855, of six-month-old Elizabeth Hill, whose death, was the result of falling into a pot of scalding water. Her mother, her sister, and the little child from whose arms she slipped into the pot, were questioned. It appeared that the baby was entrusted to her juvenile nurse who was only six-years' old, for a few minutes while the mother and sister were removing the boiled clothes from the pot to be blued and that the child's toe having tripped it, the poor baby was precipitated into the scalding water, from which it was immediately rescued by the agonised mother. The attending physician, Dr. Hall's evidence showed that he had been sent for without delay, and that the injuries were so extensive and severe, that he pronounced recovering next to impossible. The child was in great agony, screaming fearfully, and he made such applications, and administered such medicines, as shortly composed the poor infant, whom he did not leave until she settled. On his visit again in the evening, the poor child was apparently free from its terrible pains, and was suckling from her mother, but no hope was held out of her recovery."

Next day Elizabeth went into convulsions at about twenty-four hours after the accident and died. The jury returned a verdict of accidental death, in accordance with the evidence. No blame could be attached to anyone. The poor mother had great difficulty in giving her evidence and the few days of grief seemed to have changed her greatly.



Cnr Collins & Argyle St circa 1860 Print reproduced from the Antique Print and Map Room Sydney.

In 1857, the Landlord himself together with his wife were the subject of proceedings. It seemed he liked to take liberal samples of his wares, and his wife also was not above enjoying a tippie. Louisa Fulcher, of Brushy Bottom, prosecuted both Benjamin Hurst and his wife Elisabeth Hurst, of the "Angel" Inn, Argyle Street, for assaulting her. Mr. Lees acted for Mrs Fulcher and Mr. Brewer for the Hursts who pleaded not guilty. Mrs Fulcher deposed that Benjamin Hurst challenged her husband to play cards, and after a while she called her husband out, at which time Mrs Hurst came out, knocked her down, and tore her bonnet. Mr Hurst pushed her out of the house, and told her to go away, refusing to let her have access to her rations that she had there. A constable deposed that he went in to speak to the landlord, at Mrs Fulcher's request, when Mr Hurst struck him.

The defence was that Fulcher, and his wife came to the defendant's half drunk, called for some beer, and refused to pay, when, on remonstrating, Hurst was pulled by the hair of his head, and knocked down Fulcher; the wife merely came to the assistance of her husband (Hurst.) Case dismissed.

A complaint against Mr and Mrs. Hurst, by Fulcher, the husband, for an assault connected with the same case was withdrawn.

HURST v. WILSON.

In this case sergeant Wilson was charged with striking Mrs Hurst with his staff and a brass candlestick on the 19th inst. Mr Brewer for complainant, Mr Lees for defendant. From Mrs Hurst's statement, it appeared that District Constable Downham, the defendant, and another Constable came to the house saying that they wanted to search for Fulcher's stolen property they had no search warrant. Mr Downham seized the only candle that was in the bar, and left Mrs Hurst in the dark and while Mrs Hurst was trying to get the candle away, she was struck with the staff on her

forehead, and with a candlestick on her shoulder.

Three other witnesses were called to substantiate the case. Mr Lees, in defence, submitted that a more audacious attempt to punish the constable was never made. The fact was that Fulcher, and his wife complained at the police station of having been robbed. When Mr Downham, defendant, and Dean went to the "Angel Inn," where they found Hurst and his wife in a state of inebriety, and they struck the defendant, in fact, the striking was all on one side. He called witnesses to prove these facts. Mr District Constable Downham distinctly swore that Mrs Hurst struck Sergeant Wilson with the candlestick twice and broke it in the act and that Mr Hurst was very drunk, and Mrs Hurst very little better. Fined 40s and costs.

In August 1858, Benjamin Hurst went missing, his body eventually being found in Constitution Dock. **(See below *The "Fingal" at Constitution Dock with Mount Wellington in background.* - State Library of South Australia.)**



PRG 1373/16/91

At the inquest, the coroner, jurors, and witnesses proceeded to view the body which was lying in the dead house at the Colonial Hospital. Decomposition of the head and face had rapidly commenced and scarcely a feature could be recognised, both eyes were obliterated, and the nose was evidently fractured. There was also a wound in the centre of the forehead, injuries which were probably caused by the tempestuous weather, which occurred after his immersion. There were also marks of the bites of fish. Mr. Israel Hyams was the first witness examined. He stated that he recognised the deceased by his dress, and by the missing joint of one of his fingers. He had known him for upwards of 20 years, and thought he was about 80 years of age. The last time Mr. Hyams saw him alive was about 8 o'clock on the night of Tuesday a fortnight earlier and he parted with him at the corner of Melville and Elizabeth streets. The deceased asked Mr. Hyams to go to the Black Prince and have a glass but he declined, and the deceased went away across the road.

Mr. Hyams then returned to his own house.

The deceased had been drinking but was able to look after himself. He had been in Mr. Hyams' company since the morning and had drunk five or six glasses of ale and half-and-half during the day. He had seemed pretty well in his mind. If he had drunk too much he would have become violent. He had not been gambling that day. He had a lot of silver, a sovereign and half a sovereign in his possession. Mr. Hyams and Mr Hurst were in the Nag's Head, Melville Street, and prior to that at the Golden Gate, at Mr. Easton's, and at Mr. Simpson's, the Darwent Tavern, Elisabeth Street. Mr Hurst was at times addicted to drinking to excess and had a bad fits of delirium tremors. When in those fits he used to get out of bed in the middle of the night, and run away, but Mr. Hyams never knew him to attempt to destroy himself. On the day in question, he did not seem desponding. He was calm and quite sensible throughout the day and did not complain of any difficulties. He brought the money with him from his house. He kept it in his trousers pocket, and it was found in the back pocket when he was taken out of the water on Friday, and when Mr. Hyams saw the body searched.

The deceased did not quarrel with anybody that day and he had been drinking to excess before that day. Mr. Hyams had never known him to play for high stakes. He was the brother of Mrs Wright of the Hope and Anchor.

Mr. W. Turner, corn dealer, Elizabeth street, deposed to seeing the deceased out the night of Tuesday the 10th of August 1858, nearly opposite his door. Mr. Hyams was with him, and they were coming to Elizabeth Street from Melville Street. They stopped a minute or two, and then parted. Mr Hyams going up Elizabeth Street and Mr Hurst proceeding down Elizabeth Street toward Liverpool street. Mr Hurst did not go into the Black Prince, he seemed to walk very well, and did not stagger. The night was dark and drizzling, being the commencement of the storm.

The deceased and Mr. Hyams bid each other "good night".

One of the jurors, Mr. G. Brown stated "The night was very dark, and there were no people in the street except the deceased and Mr. Hyams".

Mr. John Lawrance, bookseller, gave corroborative testimony.

Dr. Eckford stated that he had examined the body of the deceased. The abrasion on the head and face appeared to have been caused by rubbing against the stones, and the displacement of the nasal bones was the disruption of a former fracture. Dr. Eckford considered the cause of death to have been suffocation by immersion in the water, combined with sanguineous apoplexy. Dr. Eckford had attended the deceased, who complained of symptoms, indicating apoplexy, as giddiness and partial loss of vision. The last time Dr. Eckford saw deceased alive was on Monday, the 9th August, in Macquarie Street, when he looked very ill, and had a very stupid expression on his face. There was nothing to lead Dr. Eckford to suppose that the injuries had been caused before death, but had occurred by contact with stones, or other hard substances in the river. Mr Hurst had died from suffocation by drowning.

James Simmers, master of the Jane and Ellen, testified to seeing the body floating in the Constitution Dock on Friday. Suspecting it to be that of Benjamin Hurst, Captain Simmers told a man named John Dunn to acquaint Mr. H. Wright, at the Hope and Anchor, with the circumstance and having procured assistance, had the body conveyed on board his craft whence it was removed to the Colonial Hospital.

James Miller, a seaman of the schooner Ann, stated that he was passing in a boat along the Constitution Dock, when he saw a dead body floating in the water. Captain Simmers called out to him not to run over the body, and to get a rope. He procured a rope, and, with the assistance of another man, got the body out of the water, and conveyed it on board the Jane and Ellen, soon after the police came.

Constable Brennan produced the money found on the person of the deceased, amounting to £6 16s 7d consisting of a sovereign and a half in gold, upwards of £5 in silver and the rest (1s 6d) in copper. There were, also, a pipe, a knife, and a silk handkerchief found in his pocket, but no watch, (as stated by a contemporary on Saturday.) Witness immediately searched the body in the presence of several persons on board the craft. The deceased was fully dressed, with the exception of his hat. Every means had been used by the police and other persons to discover the body, but without success until it was found in the water on Friday.

The jury after a short address by the Coroner returned a verdict of Found Drowned, there being no marks of violence on the body.

So, what of the Mooney family. It is known that Margaret removed her son Patrick from the Queens Asylum on 18 October 1856. He would have been about 9 years old then. Baby Margaret was transferred to the adult school in 1858 and in 1863 a Margaret Mooney won a prize for Needlework. The children were listed as Catholic.

Records indicate that Joannis Collopy and Margaretae Moran christened their baby daughter Margarita at Limerick Ireland on 2 January **1823**.

On **23 March 1840** Michael Mooney and Margaret (Margareta) Collopy were married at St John's Catholic Church Limerick Ireland.

On **1 March 1849** Michael Mooney and Margaret Collopy christened their son Patrick at St John's Catholic Church Limerick Ireland.

On **3 June 1856** Margaret Mooney aged 32 years married James Mooney aged 25 years in Hobart Tasmania.

On **11 May 1857** Thomas Mooney was born to James Mooney and Margaret Colopy in Hobart Tasmania.

On **29 March 1859** James Joseph Mooney was born to James Mooney and Margaret Collopuyp (sic) (Collopy) in Hobart Tasmania.

These are records but Mooney is a common Irish name as is Collopy in Limerick Ireland so one cannot make assumptions that Margaret remarried perhaps to a relative of her husband. To date no record of elder sister Mary has been found except mention of sisters in the solicitor's notice. Records for 3 September 1841 indicate that a female child of Michael Mooney and Margaret Collopy was baptised at St John's Limerick but the record indicates she was named Margt. (Margaret) but it is not unknown for mistakes to occur in recording and maybe this was Mary.

So, the mystery remain – why did **Patrick Mooney** change his name to **Thomas Hardy**?

Julian R Schüller



The Place for Local and Family History on the Western Australian Goldfields: outbackfamilyhistory.com.au

Outback Family History, founded in 2009 for researching the local and family history on the rich and diverse Eastern Goldfields of Western Australia available to everyone free of charge.

Gothenburg Tragedy

This year marks the 150th anniversary of the loss of the steamer RMSS Gothenburg which was wrecked in a cyclone on its way from Darwin to Adelaide on 25 February 1875 off the north coast of Queensland.

The death toll was high, the official number recorded being 102 persons. According to an ABC report, “[p]risoners, a judge, and all women and children on board perished, including former South Australian premier Thomas Reynolds, and a French vice-consul.”

“Principal heritage officer for the Department of Environment, Tourism, Science and Innovation Celeste Jordan [reported] the impact was felt across the colonies.” She indicated that the ‘development of Darwin was stalled.’

A Relief Fund for the survivors was set up in Melbourne and Sydney. Along with the passengers went a cargo of gold. A salvage diver recovered the gold, which was returned to the Adelaide Bank. RMSS Gothenburg is now a protected wreck which means it requires a permit to dive on it.

Gothenburg Crescent, Stuart Park, commemorates this event.

Further Reading

<https://www.abc.net.au/news/2025-03-15/150-year-anniversary-ss-gothenburg-sinking/105048628>

Trove has many articles. The GSNT has a folder containing many of these articles. It also has a handwritten list of names of people lost.

Queensland Museum Blog <https://blog.qm.qld.gov.au/2021/01/13/ss-gothenburg-a-haunting-watery-grave/>

BOOK REVIEW April 2025

Borrooloola: Shared stories Collected and collated by the Gulf Branch of the National Trust NT written by Janet Leather and Eddie Webber, is a new addition to the GSNT library.

The book is well structured with a table of contents giving readers a clear indication of what it contains. Some are individual names like Kitty Goolaginya Pon; others are places such as Roper River Police Station. Still others are more general such as Policing in the Gulf Region.

The book has an attractive layout, with titles in large font and authors in a contrasting font. There is plenty of white space with photos, maps, newspaper articles and illustrations supporting the text. Captions are present acknowledging sources. The timelines are also useful.

The only disappointment with the book is the absence of an index which would have made it easier to find references to particular people.

From Facebook - Old Darwin Chris Renehan

In addition to Tom Lewis' post on unexploded bombs, I was one of the Architectural staff that worked on the design of Parliament House. There were about fourteen of us working on the design of the building in an Office in Smith Street in 1989/90. At one point in time, there were excavators working on the cleared site, digging a strategic matrix of holes to make sure that the building was to be built on solid ground with no surprises. They unearthed an unexploded bomb.

Tradies scattered everywhere and the site was sealed off. The builders Multiplex rang the local branch of the Army, and asked that they send out their Danger UXB squad. The fella that answered the phone said, and I quote:- "its nothing to do with us, why don't you ring the Imperial Japanese Navy, they put it there ".

Multiplex then contacted Fred Finch who was the Minister in charge of the project. He then rang the Federal Defence Minister in Canberra demanding that something be done about it. The Defence Minister rang the Army and instructed them to defuse the situation and remove the bomb or heads would roll. The local Danger UXB squad came and extracted the bomb.

At the time that this happened, I was working on the design of the four corners of the building. All corners are identical and consist of the semi circular pre cast concrete units which contain a fire stair. To finish each corner off , and to support the cantilevered roof, a column was placed there.

As historic Architectural orders go, a column must have a base, and a capital (the bit where it hits the underside of the roof). I was mucking round sketching different modernised capitals, and after a discussion with the Chief design Architect Tim Rogers, owing to what had happened on site, we decided to put an upturned WW2 bomb as the capital. There was a design review meeting every fortnight, and we decided that we would submit it, and if no one said anything then it would stay in. Well now you know!

Before I sign off on this, I was giving a lecture on Tropical Architecture to an audience at the Botanical Gardens last year, and I pointed out what an extraordinary building the NT Parliament House is. Everyone seemed a bit shocked! The building is often looked down upon, and dismissed as the 'wedding cake'.

It is actually an outstanding exemplar of environmentally sustainable design. It is a big concrete rectangular box which is the most space efficient shape you can use. It is concrete as it has a design life of 100 years, and as we have a destructive Cyclone on average every forty years, it has to go through at least two.

It has continuous verandahs around each floor, not just so the Pollies can have a smoke, its primary purpose is to create shade and keep the sun off the walls to reduce thermal load. The Building is painted white to reflect the suns rays, the windows are all tinted. It has a series of pre-cast panels hung across the facades which look like the union jack. These are sun control features to once again keep the sun off the walls, principally to the East and West facades when the sun is low in the sky.



When the building was designed, there were no computers, everything was done by hand. A team of four of us spent two weeks manually calculating the sun angle projection at various times of the year to set where they were to go. Nowadays it would be three clicks on a computer to do the same thing.

CROCODILE FARMING IN THE N.T: AN EARLY PROPOSAL REJECTED

In 1961, a far-sighted Jiri Vrana of Toriu Plantation via Rabaul Papua New Guinea, proposed the breeding of salt-water crocodiles for commercial purposes in a letter directed to the NT Administration Darwin.

Vrana outlined his background stating that he was born in Czechoslovakia in 1928 and arrived in Australia in 1949. He spent the first 6 years in the outback and became a naturalised Australian. He was currently living in New Guinea, managing a Copra Plantation, and shooting crocodiles as a sideline.

Vrana was seeking one hundred acres with sea and river frontage, part of it mangrove swamp (where he could get eggs initially) in an isolated and unpopulated part of the Northern Territory within a radius of 200 miles of Darwin or some other shipping port. While the farm was being set up, he proposed to supplement his income by planting small crops, fishing, buffalo hides, dingo scalps, station work and contract fencing.

The Administrator, Roger Nott's reply stated that after consultations with the Department of Lands and the assistant director of Animal Industry, he could not see any good purpose in granting the lease as requested nor could he see the necessity of the Administration going to the trouble of surveying and locating a site suitable for Vrana's needs. Therefore, he rejected the proposal.

Vrana was ahead of his time. In the early 1970s, crocodile farming was a venture in North Queensland at the Edward River Mission. In the NT, the first crocodile farm dated from 1979. Further farms were established with the aims of production, hatchery, research or tourism or a combination of these.

Source: National Archives of Australia ID 728609.

MEMBERSHIP OF GENEALOGY SOCIETY OF THE NORTHERN TERRITORY.

A reminder that membership of the Society is now due as at 1 July 2025.

The AGM is SATURDAY 13TH SEPTEMBER 2025 AT 1.30 PM in our Library, 1 Willeroo Street Tiwi.